

in the use of Surtax funds for the operation and maintenance of the Transit system, Adopted Budgets including for FY 2012-13 to maintain a unified system.

For FY 2012-13, the total PTP funding established during the budget process was \$99,204,000, which is approximately 20 percent of MDT's total operating budget. In FY 2010-11, programmed surtax support for MDT was \$126.618 million and the \$91.968 million of PTP funding was approximately 24 percent of MDT's total operating budget. PTP funds approximately 20% of MDT budget in FY13, and ranged from 19% in 2012 to 32% in '09.

The Trust now reviews and approves contracts funded from MDT Operating budget in addition to contracts for Capital projects specifically funded by the Surtax. For example, Attachment 6 (Contracts Listing) includes the most recent uniform-related item before the Trust was within an item approved on June agenda for a package of 6 contract modifications for time and spending authority. They were uniforms with laundry service as required by TWU & GSAF CBAs (Collective Bargaining Agreements) and extending contract 6 months, \$185K. The Board amended Ordinance 02-116 in September 2010 to shift the sequence of approval of contracts utilizing Surtax funds and to require this Five Year Implementation Plan annually.

See page 130 for discussion on Detailed Capital Reserve Project Listing.

OTHER PROJECTS POST-UNIFICATION

1. Busway ADA Improvements

This project will provide accessibility to the Busway by constructing sidewalks, ramps and crosswalks, at those locations missing these pedestrian improvements in unincorporated areas identified in the Quarter Mile Accessibility Report. The project is no longer PTP funded (\$100,000 of PTP funding reflected in the previous Capital Budget Plan revised to Gas Tax funding) and since not included or directed as part of the Ballot Question, any Ordinance or Amendment, its implementation and budget now falls outside the scope of the PTP Five Year Plan.

2. Lehman Yard Rehab and Expand Phase 1

This project is about 5% complete (based on amount expended of total estimated cost). It will be implemented using a Design/Build Procurement method in conjunction with the Lehman Center Test Track (page 98). It consists of constructing 5 storage tracks and 2 maintenance-of-way tracks at the existing Lehman Center Metrorail Facility. Due to budgetary constraints, the test track and additional storage tracks were not included in the Lehman Center facilities contract which was awarded prior to 1983. In 2002, the test track and storage tracks were included in MDT's Capital Improvement Plan approved by the Board for financing by the PTP Bond Program. This rehabilitation and expansion is necessary to provide the required vehicle storage capacity and vehicle transition process facility in support of the procurement of the new Rail Vehicle (136) fleet with a delivery date beginning second quarter of 2014. Total estimated cost is \$8.713 million with \$332,000 expended to date (8.4 million remaining as of June 2012). Project RFP advertisement was scheduled February 2010, actual June 2010. Contract was awarded November 2012; project complete including testing



Test Track – southern portion looking north



and startup by October 2014 (previously targeted for April 2013).

The Design/Build team will manage the final design, permitting, construction, equipment furnish and installation, testing, operating system implementation, system integration and acceptance of the following components: test track, siding track, inspection building, five new storage tracks, two maintenance of way tracks, a train and communication house. This work includes implementation of a train control system, Closed Circuit Television CCTV, telephone systems and traction power connection along with the addition of track switches remotely controlled by the existing control panel at the Lehman Yard Tower. The Lehman Yard expansion will provide 24/7 testing capability for the existing fleet, increase efficiency, and will support the transition from decommissioning the old fleet to the acceptance of the new fleet.

MDT has identified the project’s annual electrical cost estimate is \$480,000 (\$360,000 for Test Track, \$120,000 for Yard Rehab-Expansion, and identified the annual preventive maintenance and repair cost estimate is \$585,000 (\$325,000 for Test Track, \$260,000 for Yard Rehab-Expansion).

The following is more detailed information from the 2012-2013 Adopted Capital Plan. The combined contract for Test Track and Yard Rehab is \$25.3 million and updated costs will be reflected in FY14 Capital budget.

From 2013-2014 Adopted Capital Plan

LEHMAN YARD REHABILITATION AND EXPANSION PHASE 1

Implement five storage tracks at the existing Metrorail Palmetto Yard facility

LOCATION: 6601 NW 72 Ave

DISTRICT LOCATED: 12

ESTIMATED ANNUAL OPERATING IMPACT: begin in FY14-15 @ \$380,000

PROJECT # 674560

Unincorporated Miami-Dade County

DISTRICT(S) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
PTP Bonds	10,317	2,200	0	0	0	0	0	0	12,517
Total Revenue:	10,317	2,200	0	0	0	0	0	0	12,517
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Construction	9,435	2,000	0	0	0	0	0	0	11,435
Construction Management	190	100	0	0	0	0	0	0	290
Project Administration	692	100	0	0	0	0	0	0	792
Total Expenditures:	10,317	2,200	0	0	0	0	0	0	12,517

Contract: CIP030-CT1-TR09 (combined under Test Track) [(See Appendix for fuller listing of Trust-approved contracts)]



3. TOS Replacement

The Transit Operations System (TOS) is over 20 years old and at the end of its life cycle with numerous software limitations. Miami-Dade Transit is the only transit property currently utilizing this software. This project replaces the current manual processes of Miami-Dade Transit’s mission-critical Operator Workforce Management System with state-of-the-art technology automating fundamental operational functions such as operator bidding, dispatching, work assignment, bus availability, time keeping and operator performance management. The new system will be capable of interfacing with other MDT systems including the fixed-route scheduling system, Automated Fare Collection-Smart card system (see page 107), Miami-Dade County Payroll System, Computer-Aided Dispatch/Automated Vehicle Location System (CAD/AVL, see page 39 for further detail on the upgrade to fleet



management infrastructure and its passenger convenience systems integration), Enterprise Asset Management System (EAMS), Random Drug and Alcohol Substance Abuse System, Disciplinary Action Reporting System and the Automatic Passenger Counter (APC) system (also page 107). This new system will greatly improve line-up timing and process (allows high number of concurrent operators bidding while complying with the Collective Bargaining Agreement with the local Transit Workers Union), as well as significantly improve bus and rail operational effectiveness and efficiencies by reducing labor costs and increasing data accuracy.

Project overall is 10% complete and total project cost is \$4.1 million (estimate was \$6.2 million in FY12 Plan). RFP (#746) was advertised in December 2012 and awarded January 2013; Notice to Proceed was issued March 2013. The current December 2014 completion date is six months later than shown in FY11 Plan and 12 later than in FY13 Five Year Plan Update. Funding is now 100% ARRA and no longer includes PTP funds; last year’s Capital Budget identified \$1.4 million PTP. Next year’s budget will also reflect the lower costs.

The following is information from 2013-2014 Adopted Capital Plan.

From 2013-2014 Adopted Capital Plan									
TRANSIT OPERATIONS SYSTEM (TOS) REPLACEMENT PROJECT								PROJECT # 671460	
Replace obsolete and antiquated hardware needed to dispatch Bus Operators and process Bus Operator payroll									
LOCATION: 111 NW 1 ST City of Miami									
ESTIMATED ANNUAL OPERATING IMPACT: begin in FY14-15 @ \$402,000									
DISTRICT LOCATED: 5									
DISTRICT(S) SERVED: Countywide									
Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FTA Section 5307/5309 Formula Grant	2,249	1,840	0	0	0	0	0	0	4,089
Total Revenue:	2,249	1,840	0	0	0	0	0	0	4,089
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Equipment Acquisition	2,249	1,840	0	0	0	0	0	0	4,089
Total Expenditures:	2,249	1,840	0	0	0	0	0	0	4,089



4. Infrastructure Renewal Plan

This program is to maintain MDT's infrastructure and replace or upgrade physical assets according to normal replacement cycles. The IRP focuses on such areas as bus overhauls, rehabilitation of bus and rail facilities, and systems and equipment. There are MDT unfunded projects included in this item. Note that many of the projects proposed are multi-year projects which will require subsequent funding. The total expended in FY2009 through FY2011 capital budgets was \$4.909 million and includes partial funding for PTP items such as Park West Metromover escalator replacement and the Traffic Signal Prioritization on the pilot for the Kendall Enhanced Bus Service. FY11 budgeted items include portion of SW 168th Street Park and Park-and-ride.

The following presents information from 2013-2014 Adopted Capital Plan.

From 2013-2014 Adopted Capital Plan

INFRASTRUCTURE RENEWAL PLAN (IRP)

PROJECT # 677200

DESCRIPTION: Replace and upgrade physical assets according to normal replacement cycles; the IRP focuses on such areas as bus overhauls, rehabilitation of bus and rail facilities, systems and equipment

DISTRICT LOCATED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(S) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
PTP Bonds	0	12,500	12,500	12,500	12,500	12,500	12,500	0	75,000
Total Revenue:	0	12,500	12,500	12,500	12,500	12,500	12,500	0	75,000
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Equipment Acquisition	0	12,500	12,500	12,500	12,500	12,500	12,500	0	75,000
Total Expenditures:	0	12,500	12,500	12,500	12,500	12,500	12,500	0	75,000

From 2013-2014 Adopted Capital Plan

HIGH CYCLE SWITCH LOGIC CONTROL CABINETS

PROJECT # 673020

DESCRIPTION: Replace the high-cycle Switch Logic Control Cabinets for Metromover

LOCATION: SW 1 St and SW 1 Ave
Miami

DISTRICT(S) SERVED: 5

DISTRICT LOCATED: 5

ESTIMATED ANNUAL OPERATING IMPACT

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
PTP Bonds	0	1,660	1,660	0	0	0	0	0	3,320
Total Revenue:	0	1,660	1,660	0	0	0	0	0	3,320
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Planning and Design	0	243	243	0	0	0	0	0	486
Equipment Acquisition	0	1,313	1,313	0	0	0	0	0	2,626
Construction Management	0	29	29	0	0	0	0	0	58
Project Administration	0	5	5	0	0	0	0	0	10
Project Contingency	0	70	70	0	0	0	0	0	140
Total Expenditures:	0	1,660	1,660	0	0	0	0	0	3,320

The following presents descriptions of the 65 projects that were prioritized within the Approved Budget levels and funded as part of the 2011 Series Revenue Bond. The list of future IRP projects is subject to change by MDT during the year, and may include items funded within the MDT Operating Budget.

IRP Project Name	Scope
DLN Vehicle Containment Barriers	Vehicle Containment have determinate and failed. Immediate corrective action was required by Director of Building and Zoning. Repaired and replaced vehicle containment barrier cables as specified and approved by MDC Building and Neighborhood Compliance. Project Completed FY13
Hydraulic Mobile Bus Lifts	Provide thirty-six (36) individual hydraulic mobile lifts for the Miami-Dade Transit (MDT) Stertil-Koni model # ST -1072-SS or ALM Model # WE-18 (as modified to MDT specifications), or approved equal. Each mobile lift set shall consist of four (4) columns. Each set shall consist of four primary columns and each primary column shall operate as a primary of secondary column interchangeable without any modifications. The system shall be equipped with a selector interchangeable without any modifications. The system shall be equipped with a selector switch to permit the selection of four (4) columns when operating as a set of six (6) columns. Each mobile lift set shall be designed to permit combining columns in pairs to compose systems of up to six columns. Definition of set: A standard set of lifts consists of four (4) hydraulic mobile columns, all primary design operation, used to lift MDT buses as specified in Section 3. MDT sometimes uses 6 columns sets to lift the 60' buses. At least 15,000 lb. capacity per column. All columns shall be operated synchronously from any control panel on any column.
Metromover Bicentennial Park Station Rehabilitation	Replace 8 ft. high chain link fence around station perimeter, replace aluminum slats ceiling with new support system at ground level, replace recessed lamps at suspended ceiling, testing on electrical circuits to assure proper function, Install new light poles for exterior lights circuits and lamps, repair low voltage communication system, replace 3 signs / 2 maps cabinets, replace damaged Plexiglas panels at Canopies Entrances, replace stairs metal plates, rehabilitation of elevator and escalators, install fire cabinets, replace expansion joints between Platform and Elevator structure, replace tact tiles, Fare Collection system recovery, roof replacement at Electrical Room, repair cracks at exterior walls and Electrical room, general painting and landscaping. This design/build project is currently in construction. For further discussion including non-IRP funding, see page 123.
Metromover Public Address System Replacement	The purpose of this project is to replace the existing Public Address System at all MetroMover Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.
Mover 13kv Transformers	Systems Engineering: Mover 13kv Transformers Project Completed FY13
Mover Fiber Emergency Project	<p>Fiber Replacement Project Scope involves the following components:</p> <ul style="list-style-type: none"> - Replacing and installing Fiber Optic Cable throughout the Metro-Mover System. - Installing new Fiber Optic equipment at all stations and at Central Control. - Replacing PLC equipment at all stations and at Central Control. - Installing Giga-Bit Ethernet at all stations. - Add Wireless networking capability to all stations. <p>The \$3.2 million cost is 100% federal funded. Complete by June 2013.</p> <p>Also now includes Replacement & Installation of Metromover CCTV. It expands the Video System by installing new digital cameras at all Metromover Station Platforms as well as providing local Network Video recorders (NVR) for independent 24/7 recording. The cameras will be networked into the MDT Video System and new digital displays will be installed at the Mover Central Control. This project is being consolidated with the Fiber Project due to its dependency on the fiber installation. It is in progress and Implementation is expected to be complete by December 2012. The \$698K project is federally funded (ARRA). Project Completed FY13</p>
Multi-Channel Voice Recorder	The purpose of this project is to replace the existing analog recorders within the Transit System with new digital voice recording systems. These recorders will replace the existing equipment which is now obsolete. The new system will integrate audio with the existing NICE system while implementing redundancy, include five digital voice recording units, network attached storage devices, personal computers, system software and miscellaneous hardware. The new system will streamline the method of retrieving recorded messages by enabling them to be accessed through the network.



IRP Project Name	Scope
Rail Public Address System Replacement	The purpose of this project is to replace the existing Public Address System at all Metrorail Stations. The Scope of Work includes the replacement and upgrade of all electronic components in the Paging chain. The distribution wiring will also be upgraded.
Rebuild Switch Machines (M-3) – Mainline	Rebuild all track switch machines along the Metrorail mainline including the three machines at the entrance to Palmetto Yard. The switch machines are used for physically moving the alignment so a train can travel from one track to another at junction points that allow this.
Repair and Restoration of Existing Douglas Road Metrorail Station Park and Park-and-ride Lot Underneath Guideway	The scope of work is to provide safety and operational upgrades to the parking surfaces, landscaping, fencing, and illumination in the existing unused parking lot. The work will provide approximately an additional fifty parking spaces. The scope of work includes the preparation of complete contract documents for bidding, estimated construction cost, permits, inspections, construction administration, County administration and project contingency. The scope of work shall include all the necessary coordination with Miami-Dade Transit (MDT) and the Miami-Dade Building Department. Any environmental mitigation work, which might be due to contamination issues that may arise during construction, is not included. This is a Capital Improvement Project (CIP), which is being included on the IRP due to MDT's necessity in obtaining funding for the proposed project. (\$32,901 spent from other FTA and FDOT sources) with a total project cost of \$232,901. This project has been cancelled and it will be incorporated to the Douglas Joint Development.
Safety Walkway Sections for the Metromover Test Track	Prepare a set of biddable construction documents for the construction of two safety walkway sections at the Metromover Test Track. This is a safety concern, because when the Metromover vehicles doors open at the stations on the Test Track, there is no fall protection for the technicians. The anticipated scope of work includes construction documents, assistance during the dry run process, response to comments, review shop drawings and the necessary coordination with Miami-Dade Transit and all the appropriate agencies. Project was approved 4/12/12
Switch Logic Cabinet Overhaul (Metromover)	The scope of work is for replacing the high-cycle Switch Logic Control Cabinets (SLCC), these switches are used extensively during normal revenue service. These cabinets are in poor condition and in need of immediate replacement. They were not made of materials intended for outdoor use and corrosion has caused water to leak in to the cabinets. The South Florida environment causes the electrical components in the cabinets to deteriorate at an accelerated rate when exposed to moisture. Project is scheduled to commence FY2013-FY2014.
Uninterrupted Power Supplies – Mover	Replace the Mover Systems Uninterruptible Power Supplies at all the equipment rooms on the OMNI, Brickell, Inner, and Outer Loop. There are 28 UPS locations including Government Center. Parts are not available beyond the 10 year point and replacement of the equipment is necessary
Waste Water Treatment System	To replace the existing oil water separators at all four (4) pressure cleaning operations with a more sophisticated and advance waste water treatment system at all three (3) Bus Maintenance Facilities.
Replacement of Bus DVR	Digital Video Recorders for Buses
Metrorail Palmetto Station-ADA Assessment	Study at Rail Station and corrective work has been completed.
40 Year Recertification @ Central Building #1	The scope of work is to provide for the 40 year re-certification inspection/Repairs. . New PPBA and cash flow submitted and approved for FY 2012-2013.
41 Year Recertification @ Central Buildings #4 and #5	The scope of work is to provide for the 40 year re-certification inspection/Repairs. . New PPBA and cash flow submitted and approved for FY 2012-2013.
Purchase of Support Vehicles	Procurement of the following: 13 sedans to dispatch and monitor buses at certain locations, respond to emergencies and transport personnel to meetings and job sites. 12 Cargo vans to transport equipment, personnel and respond to emergency calls and maintenance repairs for all systems. 18 Pick-up trucks to conduct daily operations/maintenance, and pick-up and delivery of parts and/or supplies between MDT warehouses and divisions.

IRP Project Name	Scope
Metromover Canopies and Escalator Replacement	See PTP Amendment item for further detail, page 101. Project Completed FY13
Park and Ride at SW 168 th Street and Busway	Project is for property improvements such as restriping, fence repair, install speed bumps, etc.
Garage Fire Suppression	Replace and upgrade the fire suppression system at (4) four parking garages built with the original Metrorail system: Okeechobee, Dadeland North, Dadeland South and Earlington Heights.
Metrorail Electronic Real-time Signage	Phase II of the Wi-Fi at Metrorail Stations/Electronic Signage Information Systems. See PTP Exhibit I item (Enhance and Expand Transit Bus Stop Signage Countywide; Incorporate Information Technology at Bus Stop and Rail Stations, page 39) for further detail.
Traction Power Rectifier Transformer	Replace the 28-year-old rectifier transformers used in the MDT Metrorail System.
Traction Power Switchgear Upgrade	Remove the old obsolete Traction Power Switchgear equipment and replace it with new updated Siemens Switchgear. The new equipment will meet the specs and certifications of the new MIC and Palmetto Stations.
Track and Guideway 10-15 Year Replacement	Replacement of the rail service heavy equipment purchased from 1988 on.
Inspection Vehicles for the MIC Extension	Purchase two inspection vehicles for monitory vehicle inspections of the Mainline.

5. Bicentennial Park Station

This project as of June 2012 was 40% complete and as of June 2013 was 97%. It includes rehabilitative work necessary to reopen this Metromover Station, including replacement of the existing elevator, escalator, ceiling and fencing; improvements such as grading, paving, drainage, painting and landscaping; removal of the existing fare collection turnstiles; and repair of communications system. The total cost is currently estimated as \$2.507 million, with ARRA, PTP and Gas Tax funding, and about \$476,433 expended as of June 2012. IRP includes funding part of this project and further details included in description in above list, page 121. NTP to begin construction was October 2011 and expected complete September 2013 (slightly revised from November 2011 and February/March 2013 shown in FY11 Plan). The project is also included in the July 2008 BCC Resolution R-851-08 originally establishing the list of projects for the Miami-Dade Economic Stimulus Plan program, which accelerates the County's capital program by moving funded projects through the contracting award process at a quicker pace. The station reopening supports the new Art and Science Museums being built by the County at the site.



The operations and maintenance cost of the completed station is estimated at \$349,000 per year.



6. Palmetto Station Traction Power Substation (TPSS)

This project was implemented using a Design/Build procurement method, and completed October 2013. (Was 35% as of March 2013 as reported in FY13 Plan.) This new Traction Power Sub-Station was built at the existing Palmetto Metrorail Station to reduce failures on the current transit vehicle. The sub-station supports the existing Palmetto Station facilities and supports all traction power requirements between the Palmetto and Okeechobee Stations. In addition, it interfaces with the communication system and Central Control. Previously, the electrical power needs at the Palmetto Extension were supplied by the Okeechobee and Lehman Yard TPSS; this supply was marginal and at



times insufficient for the existing operation. The project includes two dedicated 13.2 Kilo Volts (KV) feeder lines from Florida Power and Light (FP&L) required to support the operation of this new TPSS, which is the same design as the other existing TPSS. Further, the new vehicles require higher minimum operating voltage. Since they will be more sensitive to low voltage conditions and will be under warranty, it was imperative that this sub-station be built at this location to correct the low voltage situation and to be in place before the delivery of the first prototype Metrorail vehicles scheduled arrival.

The total project cost was \$16.8 million, of which \$16 million was ARRA funded. As of June 2013, the project progress was judged 90% implemented with \$10.231 million has been expended (\$6.572 million remaining). The Contract had been advertised February 2010 and May 2010. No proposals were received after the first advertisement and one proposal was received after the second, but agreement with the price proposal was not achieved. The Contract was re-advertised in April 2011. BCC awarded the contract May 2012 and the Notice to Proceed was given June 8, 2012, with project completed including testing and startup in October 2013 (previously was expected January 2013 in FY11 Initial Plan, and expected July 2013 in FY13 Plan Update). The following is more detailed information from 2013-2014 Adopted Capital Plan.

From 2013-2014 Adopted Capital Plan

PALMETTO STATION TRACTION POWER SUBSTATION

PROJECT # 678280

LOCATION: 7701 NW 79 Avenue, Hialeah

DISTRICT LOCATED: 12

DISTRICT(S) SERVED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT \$356

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FTA Section 5307/5309 Formula Grant	15,791	210	0	0	0	0	0	0	16,001
PTP Bonds	802	0	0	0	0	0	0	0	802
Total Revenue:	16,593	210	0	0	0	0	0	0	16,803
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Construction	13,540	100	0	0	0	0	0	0	13,640
Construction Management	1,037	50	0	0	0	0	0	0	1,087
Project Administration	1,167	10	0	0	0	0	0	0	1,177
Project Contingency	849	50	0	0	0	0	0	0	899
Total Expenditures:	16,593	210	0	0	0	0	0	0	16,803

Contracts: (See Appendix for fuller listing of Trust-approved contracts)

CIP023-CT1-TR09-R Design-Build Services for the Palmetto Station Traction Power Sub-Station

CIP030-CT1-TR09 Construction Engineering and Inspection Services for the Lehman Center Test Track, Palmetto Station Traction Power Sub-Station, Metrorail Central Control Upgrade and Lehman Yard Rehabilitation & Expansion Phase 1

7. Northeast Passenger Activity Center (now Northeast Transit Hub Enhancements)

The original scope of the Northeast Passenger Activity Center (NEPAC) project was to replace and/or supplement the existing bus terminal located in the vicinity of the Mall at 163rd Street. It would be an enhanced bus hub that would connect circulator, regional, and premium bus routes within the area.

However, extensive discussion with new leadership of the City of North Miami Beach determined this original scope to be not feasible and the project scope was revised. MDT now proposes to make improvements for two existing transit hubs, at the NE 163rd Street mall and at Aventura mall. The proposed project will improve capacity, drainage,



pavement, shelters, lighting, ADA, signage, and transit access at both sites which are major destinations with important bus connections and serve the northeast area. The new project is known as "Northeast Transit Hub Enhancements (NETHE)" with total project cost budget of \$3.284 million. budget (\$0.154 million higher than year-ago estimate and of which 100% is remaining as of June 2012). However, the proposed improvements at the Aventura Mall (NETHE – Aventura Mall) will no longer be done under MDT’s project. It will be performed as part of the Aventura Mall’s Mall Expansion project. Potential completion timing for the NETHE – 163rd Street Mall project is FY2016. In FY12 Plan, timing was FY2014. This

year’s Capital Plan reflects revised project costs and sources of funding including reprogramming FDOT funds and closing out FTA grant.

Total cost for previous NEPAC scope was \$6.099 million including PTP, State, Federal and Local Gas Tax funding. To date, \$189,980 was expended (no PTP funds). The following presents information from the 2013-2014 Adopted Capital Plan.



From 2013-2014 Adopted Capital Plan

NORTHEAST TRANSIT HUB ENHANCEMENTS

PROJECT #679230

DESCRIPTION: Improvements at existing transit hubs at 163rd Street Mall and at Aventura Mall

LOCATION: 163rd Mall and Aventura

DISTRICT LOCATED: 4

ESTIMATED ANNUAL OPERATING IMPACT: Begin in FY15-16 @ \$25,000

DISTRICT(S) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FDOT Funds	287	855	497	0	0	0	0	0	1,639
PTP Bonds	288	858	499	0	0	0	0	0	1,645
Total Revenue:	575	1,713	996	0	0	0	0	0	3,284
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Land/Building Acquisition	142	0	0	0	0	0	0	0	142
Planning and Design	280	25	5	0	0	0	0	0	310
Construction	76	1,611	991	0	0	0	0	0	2,678
Project Contingency	77	77	0	0	0	0	0	0	154
Total Expenditures:	575	1,713	996	0	0	0	0	0	3,284

8. Park-and-ride Lot Kendall Drive (at SW 127th Avenue)

This includes a license agreement with the Florida Power and Light Company (FPL) of approximately 2.8 acres of FPL property at Kendall Drive and SW 127th Avenue with construction of a Park-and-ride facility to provide about 180

parking spaces. A Supplemental Joint Participation Agreement with FDOT in the amount of \$379,900 was executed June 2010 bringing the total budgeted project cost from \$2.660 million to \$2.760 million (split between local and State funding). As of June 2013, \$110,758 expended and \$2.595 million remaining. The project’s Preliminary Design was completed May 2011 and Notice to Proceed was issued January 2011. In July 2013, project was approved by the County Planning and Zoning Department for a land use variance.



The design is currently being on-hold pending finalizing the lease agreement with the Florida Power & Light (FPL) Construction Project (schedule as of April 2013) is expected to be completed by January 2016; previously shown in FY13 Plan was target of February 2014, in FY11 Plan as December 2012. The project remained overall 30% complete as of June 2013.

The following is from the 2013-2014 Adopted Capital Plan.

From 2013-2014 Adopted Capital Plan

PARK AND RIDE LOT KENDALL DRIVE

PROJECT # 6731191

DESCRIPTION: Construct Park and Ride facility at Kendall Dr and SW 127 Ave

LOCATION: Kendall Dr and SW 127 Ave

Unincorporated Miami-Dade County

DISTRICT(S) SERVED: Countywide

DISTRICT LOCATED: 10

ESTIMATED ANNUAL OPERATING IMPACT: begin in FY15-16 @ \$50,000

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FDOT Funds	784	461	135	0	0	0	0	0	1,380
PTP Bonds	508	294	87	0	0	0	0	0	889
Capital Impr. Local Option Gas Tax	277	166	48	0	0	0	0	0	491
Total Revenue:	1,569	921	270	0	0	0	0	0	2,760
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Land Acquisition	1,300	0	0	0	0	0	0	0	1,300
Planning and Design	197	21	2	0	0	0	0	0	220
Construction	72	900	268	0	0	0	0	0	1,240
Total Expenditures:	1,569	921	270	0	0	0	0	0	2,760

9. Park-and-ride at SW 168 Street and Busway

Purchase of Park-and-ride Facility at SW 168th Street and Busway for lot with 149 spaces was completed April 2011. The State Joint Participation Agreement was approved May 2010. Total cost was \$1,100,000 and lower than \$1,400,000 cost estimate (as budgeted previous to FY2010-2011).

From 2013-2014 Adopted Capital Plan

PARK AND RIDE LOT SW168 STREET AT SW 97 AVE

PROJECT # 677500

DESCRIPTION: Improve land including asphalt resurfacing, concrete, fencing, lighting, landscaping, irrigation and other maintenance

LOCATION: SW 97 Ave and SW 168 St

Unincorporated Miami-Dade County

DISTRICT(S) SERVED: Countywide

DISTRICT LOCATED: 9

ESTIMATED ANNUAL OPERATING IMPACT: begin in FY14-15 @ \$75,000

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FDOT Funds	0	141	0	0	0	0	0	0	141
PTP Bonds	0	143	0	0	0	0	0	0	143
Total Revenue:	0	284	0	0	0	0	0	0	284
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Planning and Design	0	75	0	0	0	0	0	0	75
Construction	0	180	0	0	0	0	0	0	180
Project Contingency	0	29	0	0	0	0	0	0	29
Total Expenditures:	0	284	0	0	0	0	0	0	284



10. Park-and-ride at SW 344 Street and Busway

This project’s design is currently 100% complete as of July 2013. Miami-Dade Transit is planning to build a Park-and-ride Facility to be located west of the southern terminus of the Busway Extension to Florida City Segment II. The facility will be located between SW 344th Street (Palm Drive) and NW 2nd Street and from NW 2nd Avenue to NW 3rd Avenue, adjacent to the South Miami-Dade Busway in Florida City. Facility will incorporate bus bays, a roundabout for buses using the Busway, passenger shelters, large surface parking lot for patrons (approximately 260 spaces), a “kiss and ride” drop off area, and rest/break facility for MDT Bus Operators. Total cost currently is \$10.807 million (also includes grants and Joint Participation Agreements providing FTA and FDOT funds), similar or original FY11 Plan budgeted \$10.8 million and higher than \$10.140 million shown in FY12 Plan Update. As of July 2013, \$3.8 million expended and \$6 million remaining. The FTA issued a “Finding of No Significant Impact” Statement on 4/15/2010 for the Environmental Assessment that is the expected level of environmental documentation required for this project. As of April 2013, Final Design was 100% complete, Right-of-Way Acquisition Phase also completed. Construction started January 2014 and planned complete by February 2015 per status reported March 2014 (versus expected September 2013 start and October 2014 completion in FY13’s plan).

The following is from current Adopted Capital Plan, updated with current FY13 costs.

From 2013-2014 Adopted Capital Plan

PARK AND RIDE LOT AT SW 344 STREET

PROJECT # 671610

Construct a Park and Ride Lot at SW 344 St

LOCATION: South Miami-Dade Busway and SW 344 St

Unincorporated Miami-Dade County

DISTRICT LOCATED: 9

ESTIMATED ANNUAL OPERATING IMPACT: begin in FY14-15 @ \$60,000

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
FTA Section 5307/5309 Formula Grant	1,574	121	809	0	0	0	0	0	2,504
FDOT Funds	3,398	1,230	58	0	0	0	0	0	4,686
PTP Bonds	2,300	1,230	87	0	0	0	0	0	3,617
Total Revenue:	7,272	2,581	954	0	0	0	0	0	10,807
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Land/Building Acquisition	5,090	0	0	0	0	0	0	0	5,090
Planning and Design	493	10	0	0	0	0	0	0	503
Construction	353	2,460	899	0	0	0	0	0	3,712
Project Administration	1,297	72	55	0	0	0	0	0	1,424
Project Contingency	39	39	0	0	0	0	0	0	78
Total Expenditures:	7,272	2,581	954	0	0	0	0	0	10,807

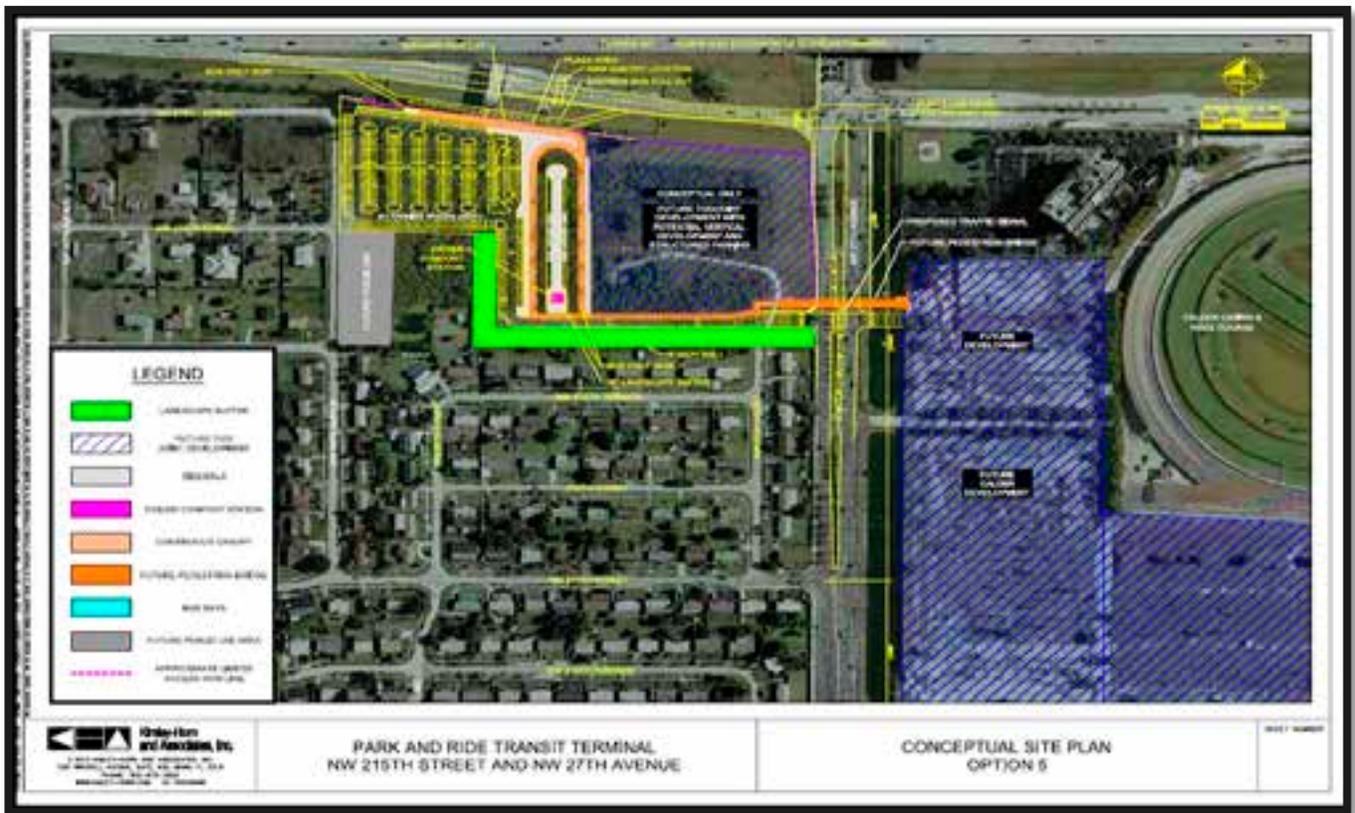
Contract [(See Appendix for fuller listing of Trust-approved contracts)]
 CIP014-TR08-DE1 Construct a Park and Ride Lot at SW 344 Street

11. NW 215th Street parcel

As part of the Short-Term Transit Improvement Options Task Force (described under the North Corridor on page 53), MDT in conjunction with the MPO, FDOT, and other key partners identified the purchase of the parcel at NW 27th Avenue and NW 215th Street as strategic and necessary for short, mid and long term public transit use. The acquisition of the parcel is completed and is being added to the Transportation Improvement Plan at a future MPO.

The property is approximately 14-acres of vacant land located at the intersection of the SR 821/Homestead Extension of Florida’s Turnpike (HEFT) and NW 27th Avenue, across from Calder Casino and Race Course and SunLife Stadium. Because of its prime location at the intersection of arterial roadways and major sporting venues, the property is a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project and is required for this corridor improvement. This particular parcel will serve as the northern most end-of-the-line and park-and-ride/transit terminal location for all current and future alternatives (Enhanced Bus Service, Bus Rapid Transit, and Heavy Rail Transit). The unimproved site is forecasted to have approximately 350 parking spaces, short-term parking/kiss-and-ride, and eight bus bays. All efforts are being made to ensure this park-and-ride opens concurrently with the new Enhanced Bus Service. This location would also provide strategic transit-oriented development opportunities, and the Department of Regulatory and Environmental Resources (formerly known as Planning and Zoning) developed a Highest and Best Use Study completed September 2011 with the support of stakeholders including the City of Miami Gardens.

Study completed resulting in recommendation to designate the majority of the site as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development. Development would contain institutional, office and retail components in an environment that encourages pedestrian activity with a defined, transit oriented center.





12. Capital Reserve Fund project listing

In December 2010 the Board adopted Resolution R-1202-10 to clarify the intent that the Capital Expansion Reserve Fund, included among requirements of Ordinance 02-116 revision approved March 2009, would be used to expand the transit system beyond the MIC-Earlinton Heights (Orange Line Phase 1) project and that the funds from the Capital Expansion Reserve Fund would not be used for debt service on the MIC-Earlinton Heights project but for investment in other improvements, including but not limited to the North Corridor and East-West Corridor expansion projects. The specified listing of the projects to be funded from this Reserve Fund is currently part of the development of the FY14 Adopted Budget, and will be included in this Five Year Implementation Plan’s Updates going forward and as a line item in the Capital Budget. The specific list of included project items is still under development as of August 2013.

The Reserve represents 10% of the County’s annual share of Surtax funds excluding future and existing debt service. For FY2013, the cumulative total was planned at \$36 million as shown in the 2013 Pro Forma..

From 2013-2014 Adopted Capital Plan

CAPITAL EXPANSION RESERVE

PROJECT # 675860

DESCRIPTION: Acquire buses and equipment needed to provide Enhanced Bus Service along the North and East/West Corridors

DISTRICT LOCATED: Various Sites

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
PTP Bonds									
Total Revenue:									
Expenditure Schedule:	Prior Years	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	Future	Total
Equipment Acquisition									
Total Expenditures:									

13. Toll plaza diesel tank removal project

This item from the FY2010-2011 Capital Budget (shown as project #607540) was a duplicate of the SW 312th Street Road Widening project (see page 82) and deleted as of the FY2011-2012 budget cycle.